Electronic Retrograde Management System (eRMS)

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Agenda

> ➢ What is eRMS?

> ➢ What does eRMS do?

> ➢ What is an example of tailored eRMS support?

> ➢ What else does eRMS do?

> ➢ What are the benefits of eRMS?

> ➢ What are examples of eRMS benefits?

> ➢ Is eRMS a transportation system?

> ➢ Summary

What is eRMS?

❖ **A fielded system for planning, processing, and shipping repairables**

  ➤ Web-based tool that automates and streamlines workload

  ➤ Integrates NAVICP supply, transportation, and financial systems

  ➤ Provides in-transit visibility (ITV), tracking, and metrics

❖ **A flexible system supporting wide range of customers and requirements**

  ➤ Over 180 Navy Fleet / ashore, Marine aviation units

  ➤ Over 1400 commercial repair vendors

  ➤ Non-Navy support to all major ground Marine sites

❖ **A proven system that provides best-value transportation management**

ean system for enabling an efficient repairables supply cha

What does eRMS do?

❖ **Processes retrograde to preclude errors up-front**
   ➤ Reduces mis-ID rates
   ➤ Lets the user know if item is an acceptable turn-in against what is owed
   ➤ Lists special packaging and handling requirements
   ➤ Facilitates expediting of asset-constrained items to depot

❖ **Guides user through specific steps of retrograde process:**
   ➤ **Material identification**: Screens by part number, captures serial number
   ➤ **Material routing**: Selects destination and priority (expedited vs routine)
   ➤ **Workflow management**: Controls movement to packaging, shipping
   ➤ **Simple transportation**: Allows smart manifesting, on-site pickups
   ➤ **Document preparation**: Creates 2D barcoded DD1348s & item/shipping labels
   ➤ **In-Transit Visibility**: Captures Proof of Shipment, Proof of Delivery
   ➤ **Financial interface**: Submits credit for item turn-in
   ➤ **Error prevention**: Preloads data, allows barcode scanning

❖ **Tailors functionality for individual customer requirements**

For example…
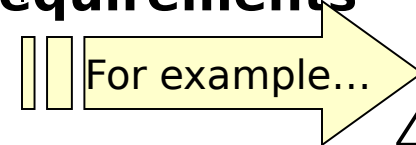
Retrograde (ATAC) Processing

NAVSUP
NAVAL SUPPLY SYSTEMS COMMAND
NAVAL INVENTORY CONTROL POINT

Due-In From Maintenance (IOUs)

- DLRs/SECREPs which are Beyond Capability to Maintain (BCM) by customer

- Keyed to offsite requisition or onsite issue of wholesale (NWCF) material by exchange (Carcass Tracking)

- Also Material Returns for credit (MRP/MTIS) and Quality Deficiency Reviews (EI/(P)QDRs)

- Document number, NSN, BCM

Screening & Processing

- Verify turn-in NSN matches P/N on item

- Verify item is compatible with retrograde owed to system

- Auto-determine destination from list of active repair sources (organic/com'l) or DD

- Auto-determine priority based on wholesale requirement for F-cond assets (not priority of requisition)

Packaging & Shipping

- Custody transfer to separate packaging / crating entities (e.g., BOS contractor)

- Multi-line smart manifesting options, by material type & destination

- Self-shipping by customer

- Automated pickups from site by ATAC shipper

All ATAC shipments from RIPs done this way

Traceability, Accountability, In-Transit Visibility

- Global online visibility of processing/shipping status

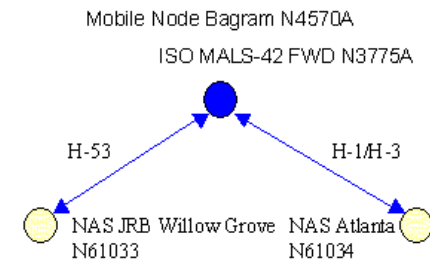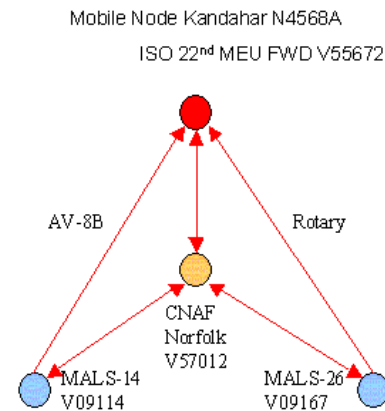- ~99.5% signature Proof of Delivery
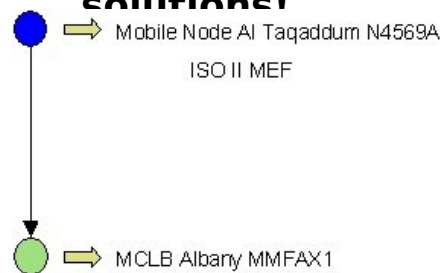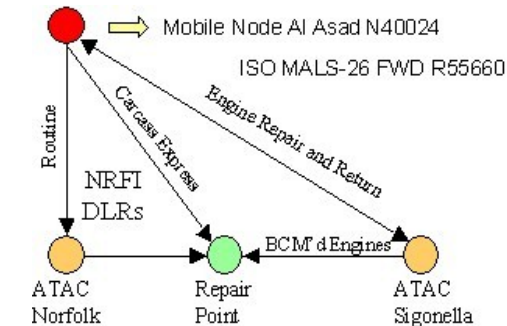
- Online queries/reports

USN-only **USN & USMC**

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NAVSUP
NAVAL SUPPLY SYSTEMS COMMAND
NAVAL INVENTORY CONTROL POINT

Expeditionary Logistics: Mobile Nodes

❖ Rapid node setup

❖ Adaptable transportation

❖ Navy & non-Navy customers

❖ Past support for exercises in Egypt, Thailand, Philippines

❖ 48-hour response time for Hurricane Katrina

❖ **Flexible supply solutions!**

Mobile Node Al Asad N40024
ISO MALS-26 FWD R55660

Routine
Carcass Express
Engine Repair and Return
NRFI DLRs
BCM'd Engines
ATAC Norfolk
Repair Point
ATAC Sigonella

Mobile Node Al Taqaddum N4569A
ISO II MEF

MCLB Albany MMFAX1

Mobile Node Kandahar N4568A
ISO 22nd MEU FWD V55672

AV-8B
Rotary
CNAF Norfolk V57012
MALS-14 V09114
MALS-26 V09167

Mobile Node Bagram N4570A
ISO MALS-42 FWD N3775A

H-53
H-1/H-3
NAS JRB Willow Grove N61033
NAS Atlanta N61034

❖ **Enables efficient repairables movement in the wholesale supply system**

  ➢ Manages redistributions of F-cond assets to commercial repair vendors (RDO)
  ➢ Automates return of repaired A-cond items from commercial repair vendors (RFI)
  ➢ Allows whole aviation engine movements (F- and A-cond)
 ➢ Facilitates turn-in of discrepancy items (EI/QDR)

❖ **Manages Repair and Return (R&R) in the retail supply system**

  ➢ Streamlines material distribution from one retail (warfighter) site to another
  ➢ Provides visibility of repair action at the Intermediate Maintenance Activity (IMA)
  ➢ Manages repair outcome: automates return of repaired A-cond items or turn-in of retrograde parts to the wholesale supply system
  ➢ Allows centralized online maintenance of IMA capacities and capabilities

❖ **Supports warfighter turn-in of excess A-cond assets through same channels as retrograde**

One-stop shopping for all the customer's repairables needs

❖ **Tool for achieving cost-wise readiness**

➢ Generates material accountability through increased visibility

➢ Reduces warfighter / supply system workload by integrating supply, transportation, and financial functions

➢ Enables decision on whether to expedite retrograde shipments, by item – not based on priority of requisition

➢ Creates efficient and responsive retrograde system to optimize stock level investment and replenishment decisions

Specifically…
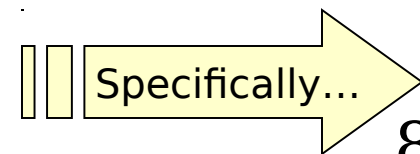
What are examples of eRMS benefits?

DODAAC	Activity	Documented Retrograde Receipt % (Pre-eRMS) (Sample Size)	Documented Retrograde Receipt % (Post-eRMS) (Sample Size)
N63042	Naval Air Station Lemoore Lemoore, CA	60.9% (9666 items)	99.9% (12910 items)
R09112	Marine Aviation Logistics Squadron 12 Iwakuni, Japan	86.5% (3106 items)	98.9% (7725 items)
V03369	USS DWIGHT D EISENHOWER CVN 69 Atlantic Fleet	78.3% (286 items)	98.4% (1104 items)

Global Retrograde Time

FY 03: 21
FY 04: 19
FY 05: 16
FY 06: 15

Calendar Days
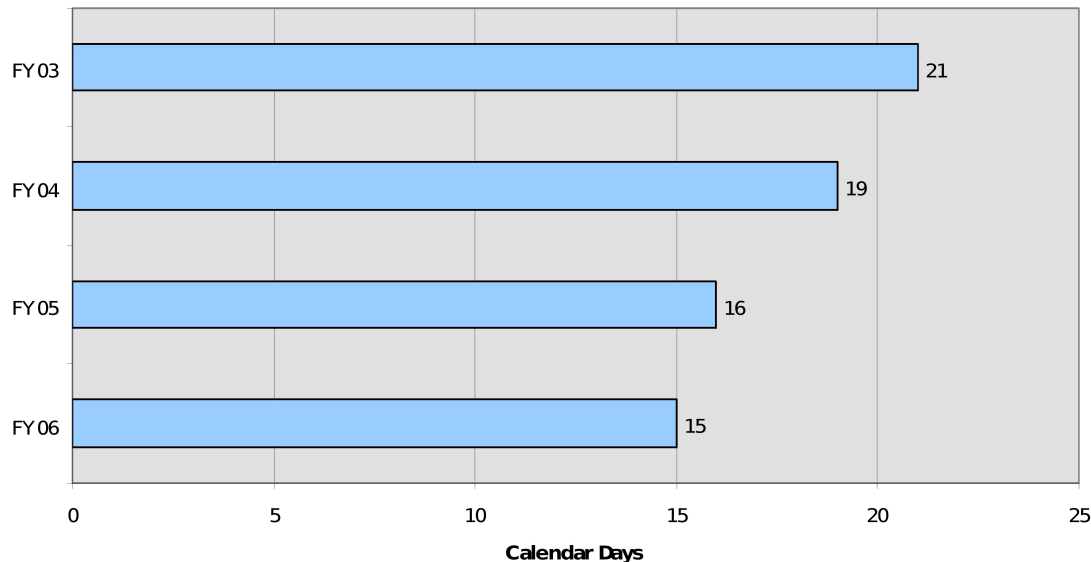
	MisIdentification Rate
Without eRMS	5%
With eRMS	1%

Is eRMS a transportation system?

❖ **No ... NAVICP's Advanced Traceability and Control (ATAC) program executes physical transportation**

➢ ATAC uses eRMS to facilitate selection of most efficient transportation method and to monitor the status of shipments

➢ eRMS is critical tool for handoff from supply to transportation

➢ eRMS tracks visibility and accountability information

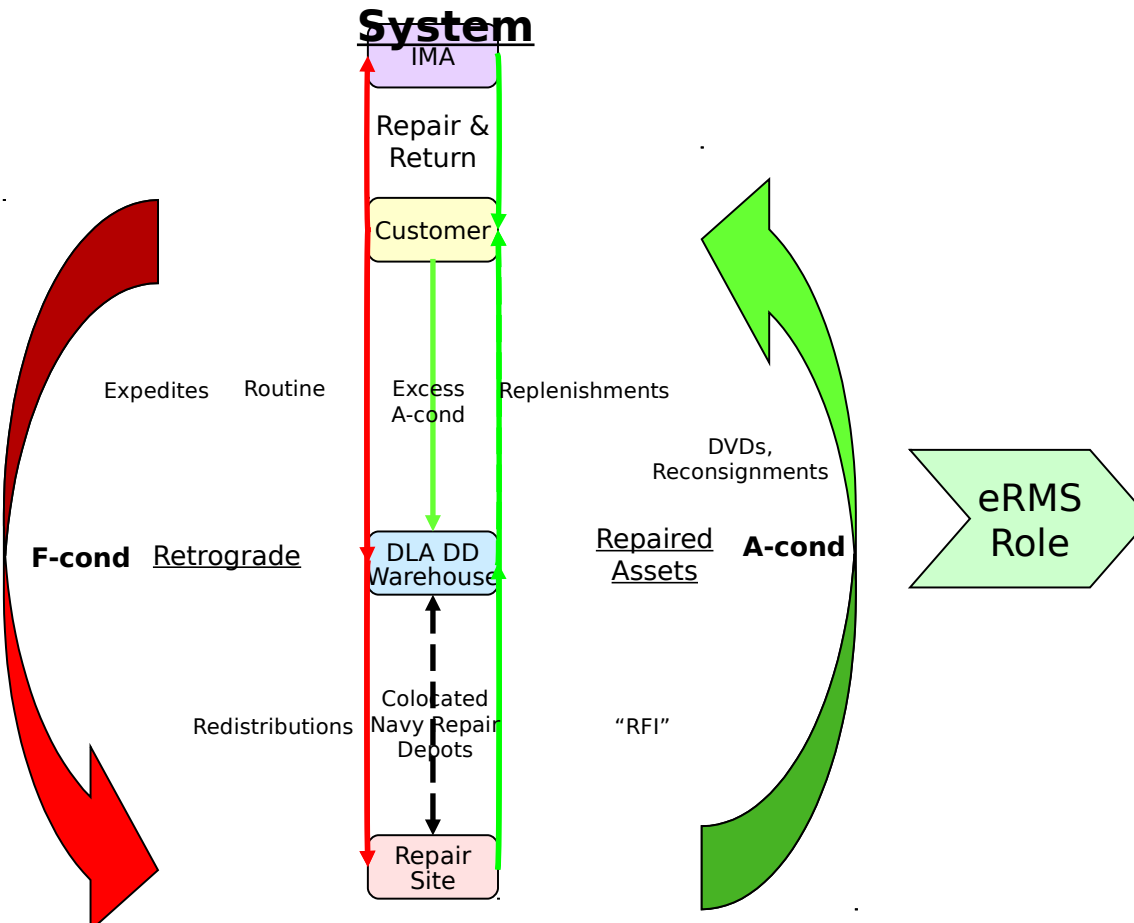➢ eRMS sites can: 1) request ATAC pickup; 2) ship themselves

❖ **Most CONUS sites request ATAC pickup**

➢ ATAC has CONUS trucking contract from SDDC

➢ Cost savings from time-sensitive consolidation

➢ Minimal customer workload – carrier does all the work

❖ **Most OCONUS sites ship themselves**

➢ ATAC works with sites to make smart shipping choices

➢ WWX/IHX up to 300 lbs, com'l air or AMC over 300 lbs

➢ Ship direct to final destination whenever possible

Bottom line: eRMS facilitates physical movement, but is not a

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Summary

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NAVAL SUPPLY SYSTEMS COMMAND
NAVAL INVENTORY CONTROL POINT

Repairables Distribution System

IMA

Repair & Return

Customer

Expedites   Routine

Excess A-cond   Replenishments

DVDs, Reconsignments

F-cond   Retrograde

DLA DD Warehouse

Repaired Assets   A-cond

eRMS Role

Redistributions

Colocated Navy Repair Depots

"RFI"

Repair Site

System Benefits

➢ Reduce warfighter workload

➢ Validate identity of the item and the movement

➢ Facilitate timely, cost-effective transportation

➢ Serve as logistics integrator between supply and transportation systems

➢ Ensure supply and financial data integrity across the board

➢ Provide unified web IT system, interfacing with internal/external and legacy/future systems

➢ Foster cost-aware, performance-oriented mentality throughout the pipeline

Goal is to optimize repairables supply chain:
Maximize availability of assets; Minimize cost

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